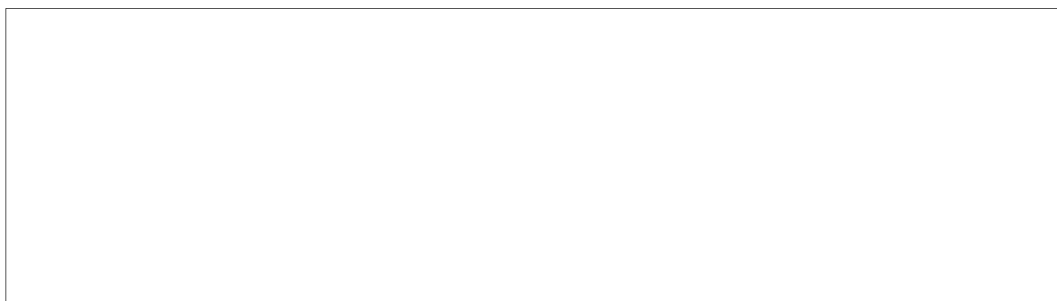


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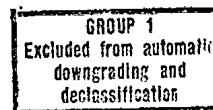
COUNTRY : Rumania  
SUBJECT : The Airfield at Craiova

50X1-HUM



1. The Craiova airfield was situated about four or five kilometers from town on the northern side of the Bucharest-Craiova highway. It had been used by the Rumanian Air Force and by the headquarters and subordinate units of a jet aircraft division (divizie reactiva). The 601st Services Battalion and the 277th Regiment were stationed at Craiova.
2. The field's only takeoff-landing runway was that parallel to and about 600-700 meters from the highway. This concrete runway was about 60 meters wide and about 2000 meters long; it was not long enough for use by MIG-19s. A taxi strip (prista de roda), about 30 meters wide, was parallel to the main runway, and a parking apron capable of accommodating 40 aircraft was situated beside the runway.

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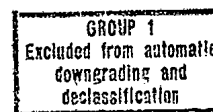


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- 2 -

3. The fuel depot was situated at the southeastern end of the runways in a fenced area, which was approached by a spur line for unloading fuel supplies. Although the storage tanks were sunk into the ground and covered with earth, they were recognizable. Four or five two-inch pipes led from the depot to the eastern end of the taxi strip, allowing four aircraft to be refueled simultaneously. Two cistern trucks were also used for refueling aircraft.
4. The field's ammunition dump was situated about 800 meters north of the runways in a fenced, wooded area, which contained a number of bunkers and buildings surrounded by earth revetments. Trucks transported the ammunition from the dump to the hangars, where the aircraft were armed. A wall used for shooting practice from aircraft was situated about 600 meters from the eastern end of the runways.
5. The field's radar equipment was mounted on three trucks stationed between the runways and the ammunition dump. The field was not equipped for blind landings. Radio communication between ground and air was controlled from a Zebra truck, which was permanently stationed between the takeoff runway and the taxi strip. A second van beside the Zebra truck was used as a briefing room for pilots.
6. The runway was illuminated on both sides by low, white landing lights, which were five or six meters apart. These lights were electrical, but had formerly been operated by gas. There were three white floodlights at each end of the runway, of which two were by the takeoff and one was by the training runway. The field's lighting

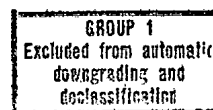
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- 3 -

system also included a revolving red and blue lamp on top of a water tower, which was beside the southern edge of the runway. This revolving lamp was used only during landings.

7. Aircraft were kept on alert for emergencies (celula de alarma) in an area at the western end of the runways. The pilots of these aircraft slept in a small building about 60-80 meters from the planes, which were uncovered in almost all weather conditions. The emergency pilots were expected to reach an altitude of 4000 meters within four minutes after the alarm had been sounded.
8. The following legend is to the attached diagram of Craiova airfield:
  1. To Craiova.
  2. To Bucharest.
  3. Married officers' quarters, multistory buildings.
  4. Guard room and jail.
  5. Battalion (divizion) headquarters, the tallest building in the area.
  6. Clinic and infirmary.
  7. Canteens.
  8. Quartermaster's offices, stores, and transport offices.
  9. Emergency pilots' room.
  10. Emergency aircraft area.
  11. Floodlights for lighting the runways.
  12. Taxi strip.
  13. Takeoff-landing runway.
  14. Parking apron.

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50X1-HUM

15. Hangars.
16. Sentry room, entrance for vehicles.
17. Water tower with revolving blue and red lamp.
18. Fuel depot.
19. Railroad spur line into the fuel depot.
20. Aircraft target practice area.
21. Radar trucks.
22. Ammunition dump.
23. Zebra ground/air radio communications truck and pilots' briefing room.

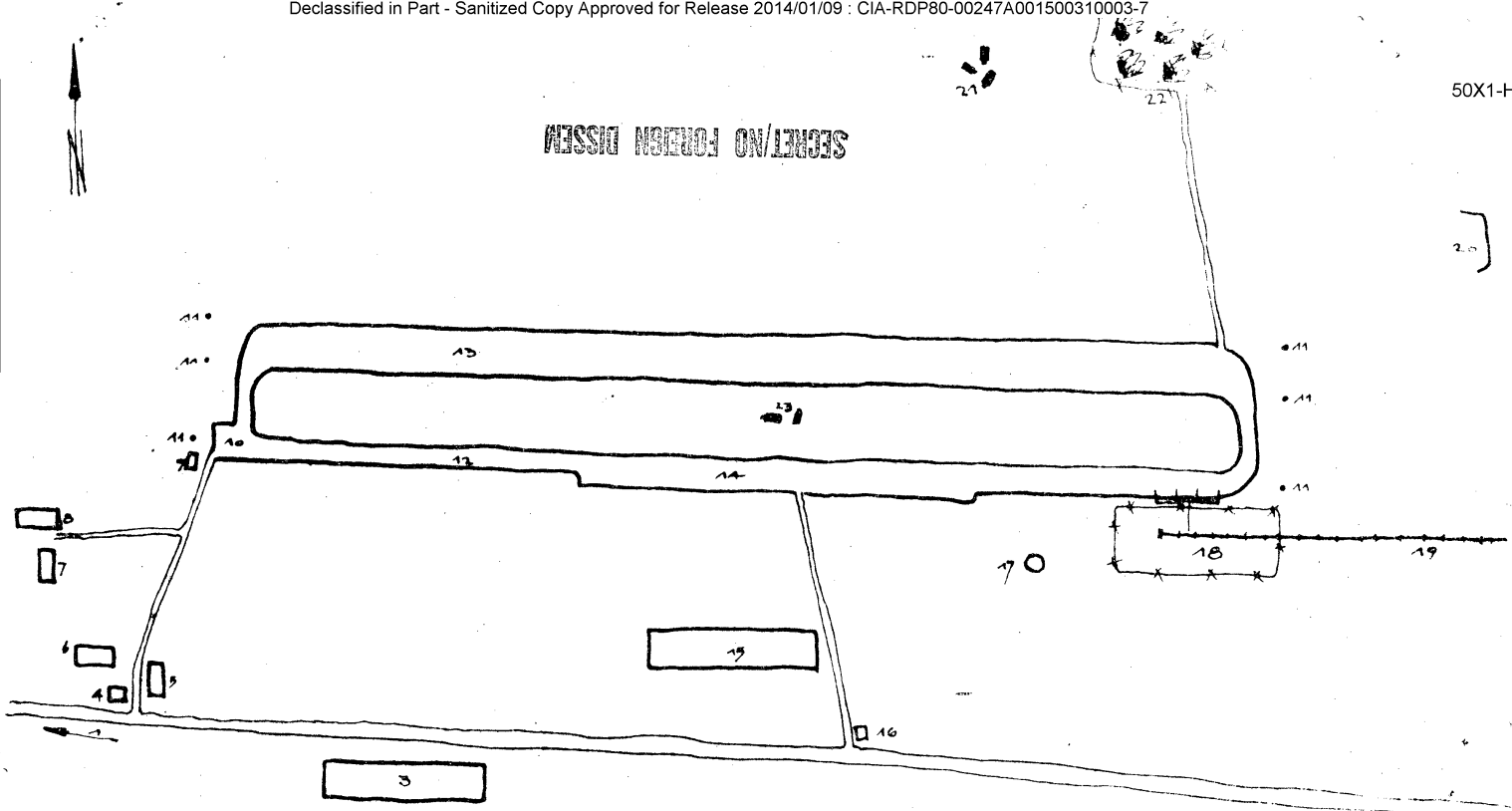
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GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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